BookletChart™

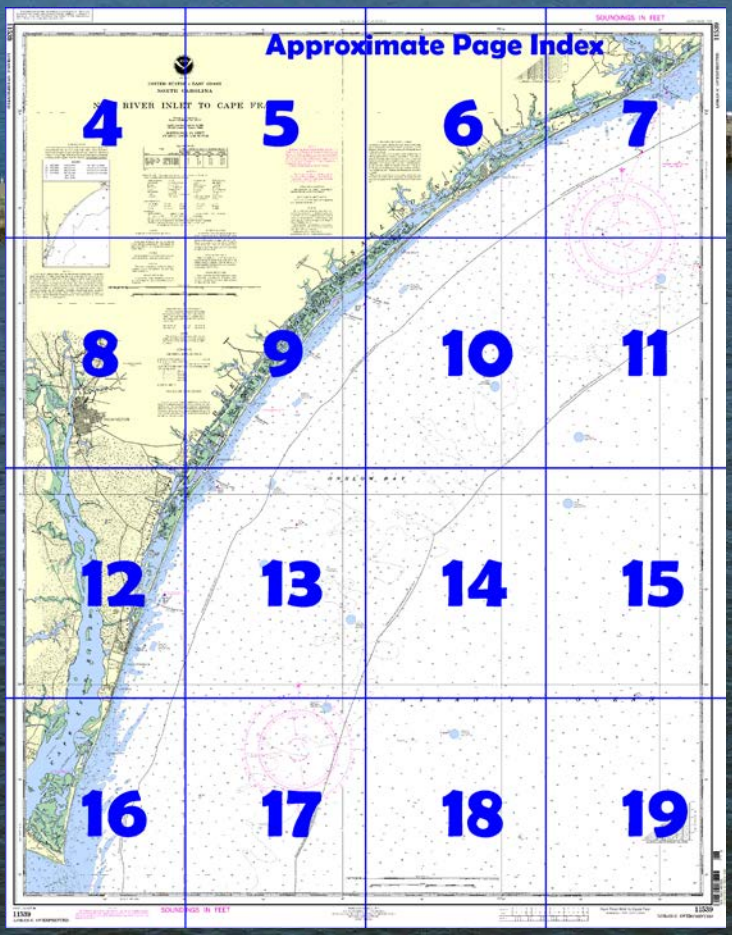
New River Inlet to Cape Fear

NOAA Chart 11539

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

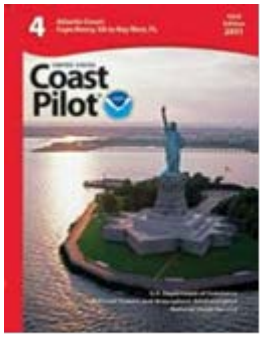
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11539.



(Selected Excerpts from Coast Pilot)
New Topsail Inlet, 19 miles southwestward of New River Inlet, is entered through a marked channel over a shifting bar. The bar channel leads to a junction with two dredged channels inside the entrance. The buoys marking the bar channel are frequently shifted in position to mark the best water, and therefore not charted; caution is advised. The inlet should not be entered by strangers. A southwesterly or northwesterly storm totally changes the configuration of the inlet. Information on existing conditions can be had by contacting the **Wrightsville Beach Coast Guard Station**.

An unmarked fish haven is about 2.2 miles eastward of the northern entrance point to New Topsail Inlet.
The dredged channels inside the entrance are well marked. One channel leads northeastward through Topsail Sound for about 5.5 miles to a junction with the Intracoastal Waterway; in 2009-2011, the controlling depth was 3 feet; aids mark the best water. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in 2011, the controlling depth was 2 feet. Both channels are subject to continual change, and local knowledge is advised.
Topsail Sound extends northeastward from New Topsail Inlet along the northwesterly side of the barrier beach. There are several marinas on the southeasterly side of the sound where berthage, electricity, gasoline, water, ice, and limited amounts of marine supplies can be obtained. Hull, engine, and electronic repairs can be made; launching ramps are available.
Little (Old) Topsail Inlet, 1.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in 1983. The shore on both sides is a low sand beach without distinguishing marks.
Rich Inlet, about 4.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in 1983.
An unmarked fish haven is about 2.7 miles southward of the southern entrance point to Rich Inlet.
Mason Inlet is 8.5 miles southwestward of New Topsail Inlet. The inlet was restored in 2002 with 12 feet reported at the entrance, thence 10 feet to the Intracoastal Waterway. The inlet is subject to continual change and local knowledge is advised.
Wrightsville Beach is a summer resort about 11.5 miles southwestward of New Topsail Inlet. Two tanks and many multistoried buildings on the beach and on Harbor Island are prominent from seaward. The facilities on the inside of the barrier beach are reached through Masonboro Inlet.
Wrightsville Beach Coast Guard Station is at the southern end of Wrightsville Beach at Masonboro Inlet.
Masonboro Inlet, about 12.5 miles southwestward of New Topsail Inlet and 22.3 miles north-northeastward of Cape Fear, is protected by jetties. A lighted whistle buoy is off the entrance.
A channel leads between the jetties at Masonboro Inlet, thence northward through dredged **Banks Channel** and **Motts Channel** to a junction with the Intracoastal Waterway at Wrightsville. The buoys marking the bar channel are frequently shifted to mark the best water, and therefore not charted; caution and local knowledge are advised. Banks and Motts Channels are well marked by lights and daybeacons.
The municipal dock at Wrightsville Beach, just southward of U.S. Route 74-76 highway bridge, is 120 feet long with a reported depth of 4 feet alongside; water and electricity are available.
Several small-craft facilities are on the north side of Motts Channel between Wrightsville Beach and **Wrightsville**. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.) Other marinas along the Intracoastal Waterway at Wrightsville are discussed in chapter 12.
Carolina Beach Inlet is about 7 miles south of Masonboro Inlet. A lighted whistle buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. A 452-foot tower is prominent at 34°05.0'N., 77°53.1'W. in the inlet approach. The inlet is subject to continual change and should be used only with local knowledge.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Sep. 4/10
Corrected through LNM Aug. 24/10

HEIGHTS

Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY

Use charts 11541 and 11534. The depths and channel markers are not shown hereon.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.613" northward and 1.065" eastward to agree with this chart.

NOTE B

The channels at the entrances to the inlets are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Wilmington, NC	KHB-31	162.550 MHz
New Bern, NC	KEC-84	162.400 MHz

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
New River Inlet	(34°32'N/77°20'W)	3.4	3.1	0.1
New Topsail Inlet	(34°22'N/77°38'W)	3.4	3.1	0.1
Wrightsville Beach	(34°13'N/77°47'W)	4.3	4.0	0.1
Cape Fear	(33°51'N/77°58'W)	5.0	4.7	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2010)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11539

55' 50'

34° 30'

25'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

NORTH CAROLINA

NEW RIVER INLET TO CA

Mercator Projection
Scale 1:80,000 at Lat. 34°10'

North American Datum of 1983
(World Geodetic System 1984)

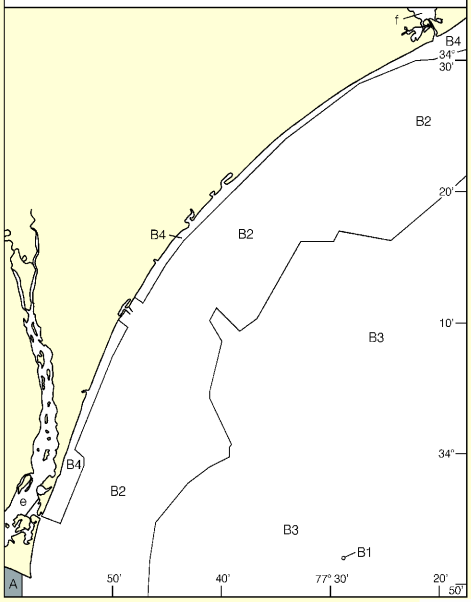
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2007	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
e		Chart 11537	
f		Chart 11542	



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G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
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M mud
Oys oysters
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S sand
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Sh shells
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POLLUTION REPORTS

Report all spills of oil and hazardo

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

45' 40' 35'

APE FEAR

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Use charts 11541 and 11534. The depths and channel markers are not shown hereon.

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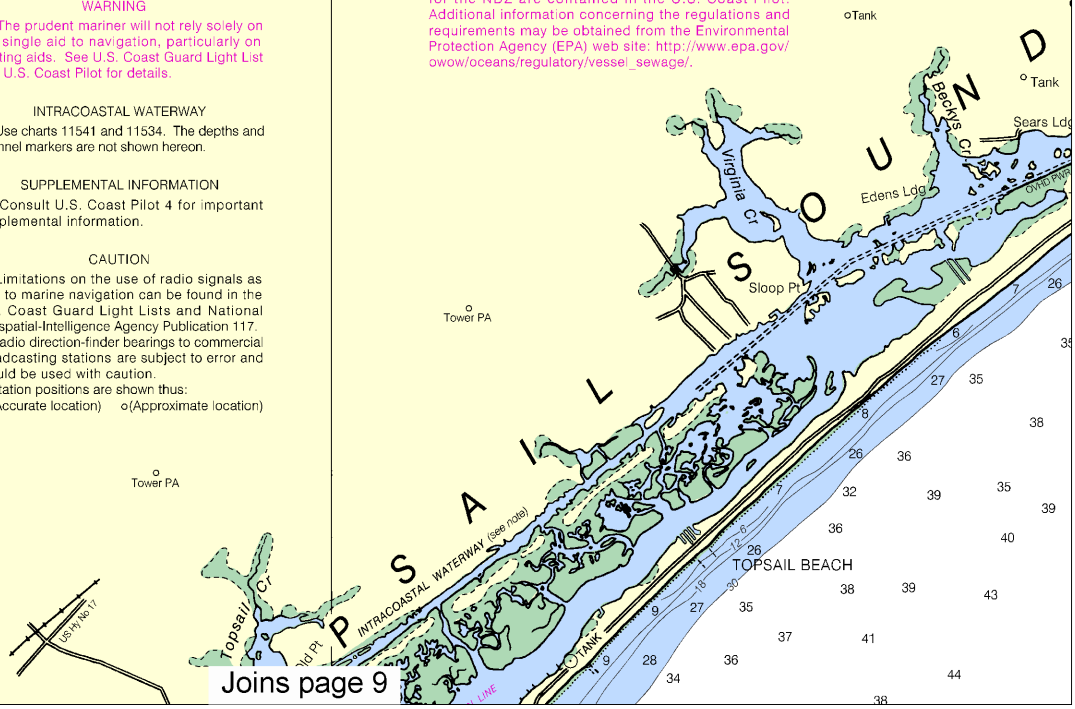
Joins page 6



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Formerly C&GS 1235, 1st. Ed., May 1925 V-1925-256 KAPP 500

40' 35' 77°30

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SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 5

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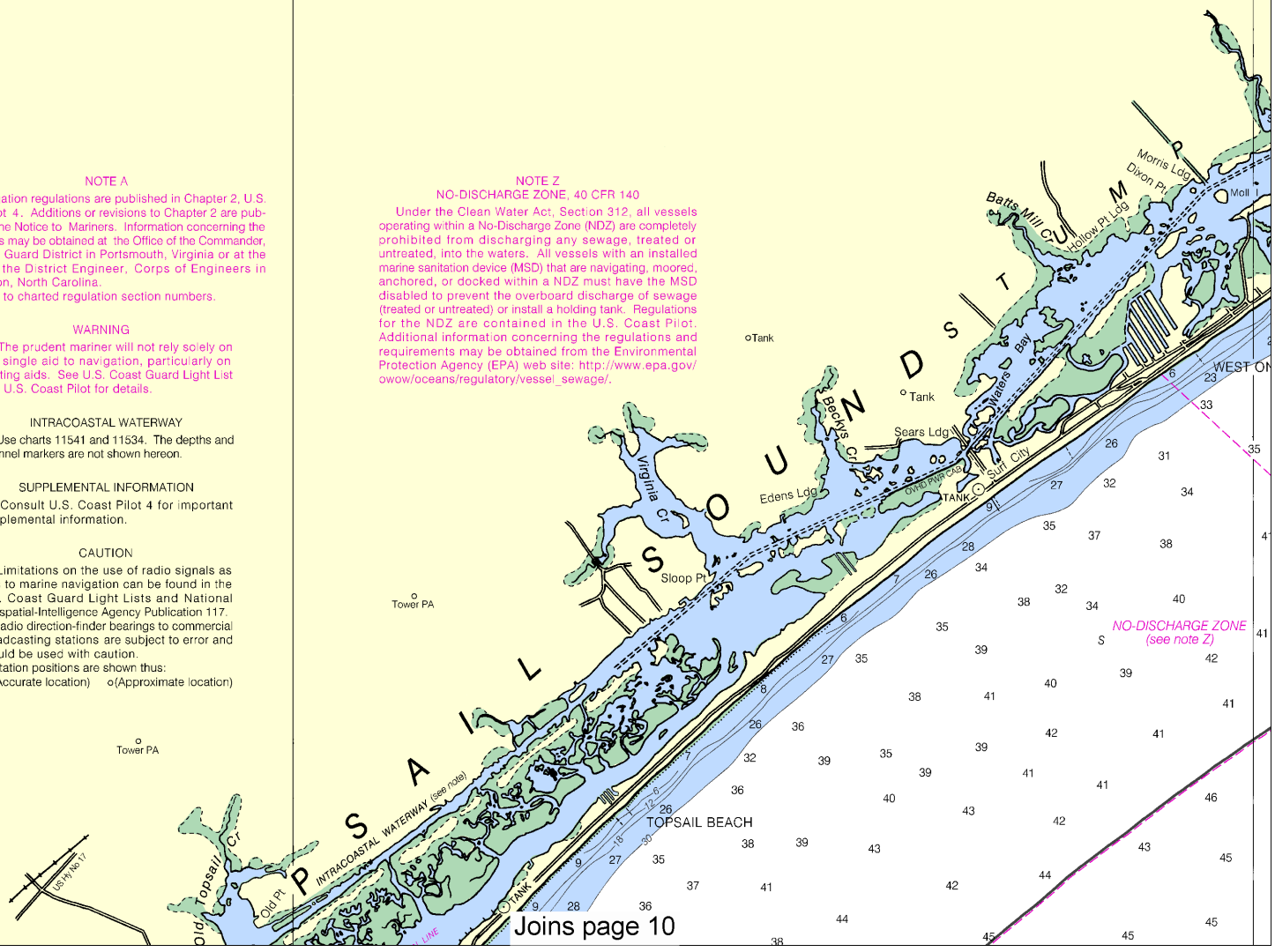


Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

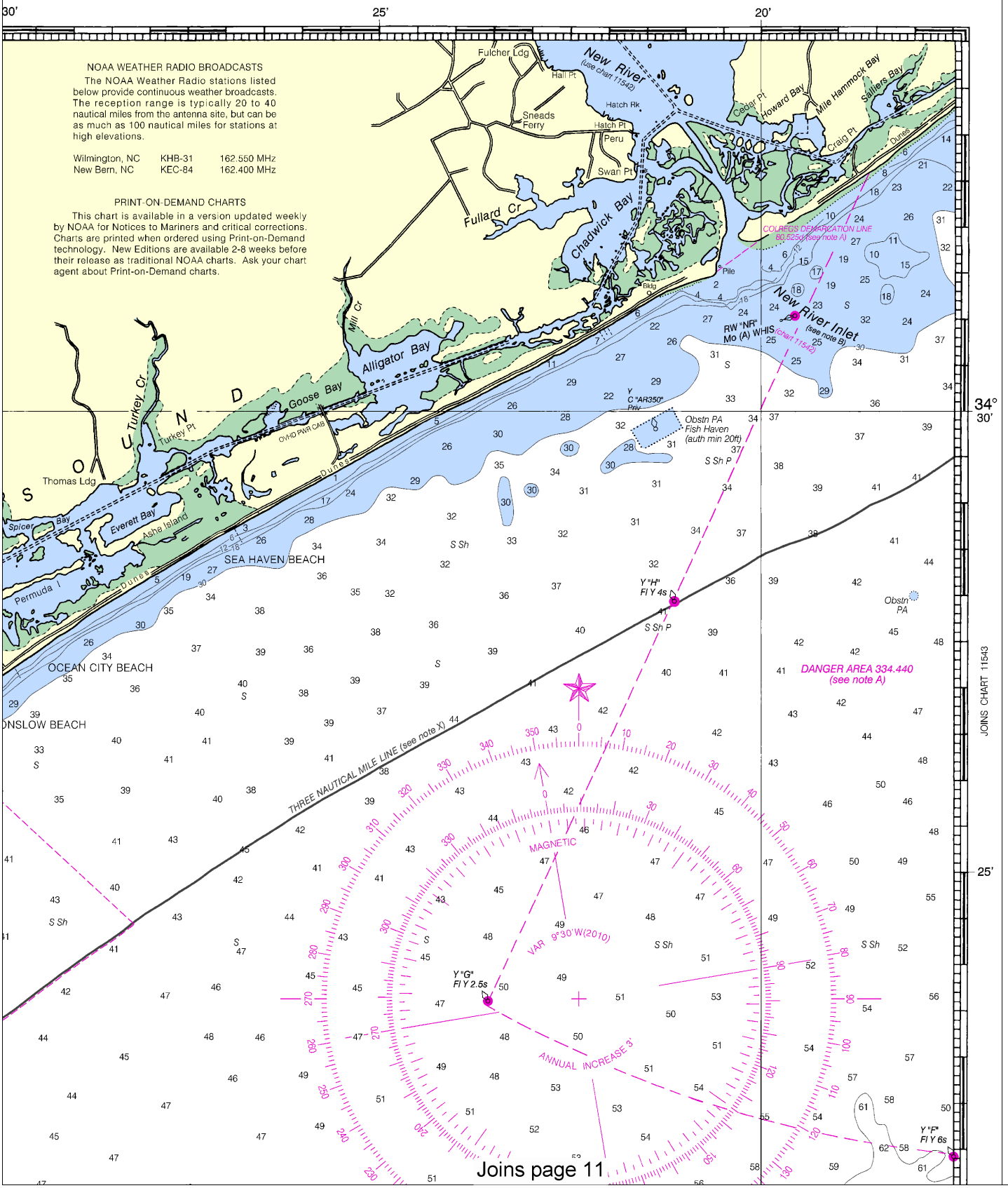
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FEET



Joins page 11

Joins page 4

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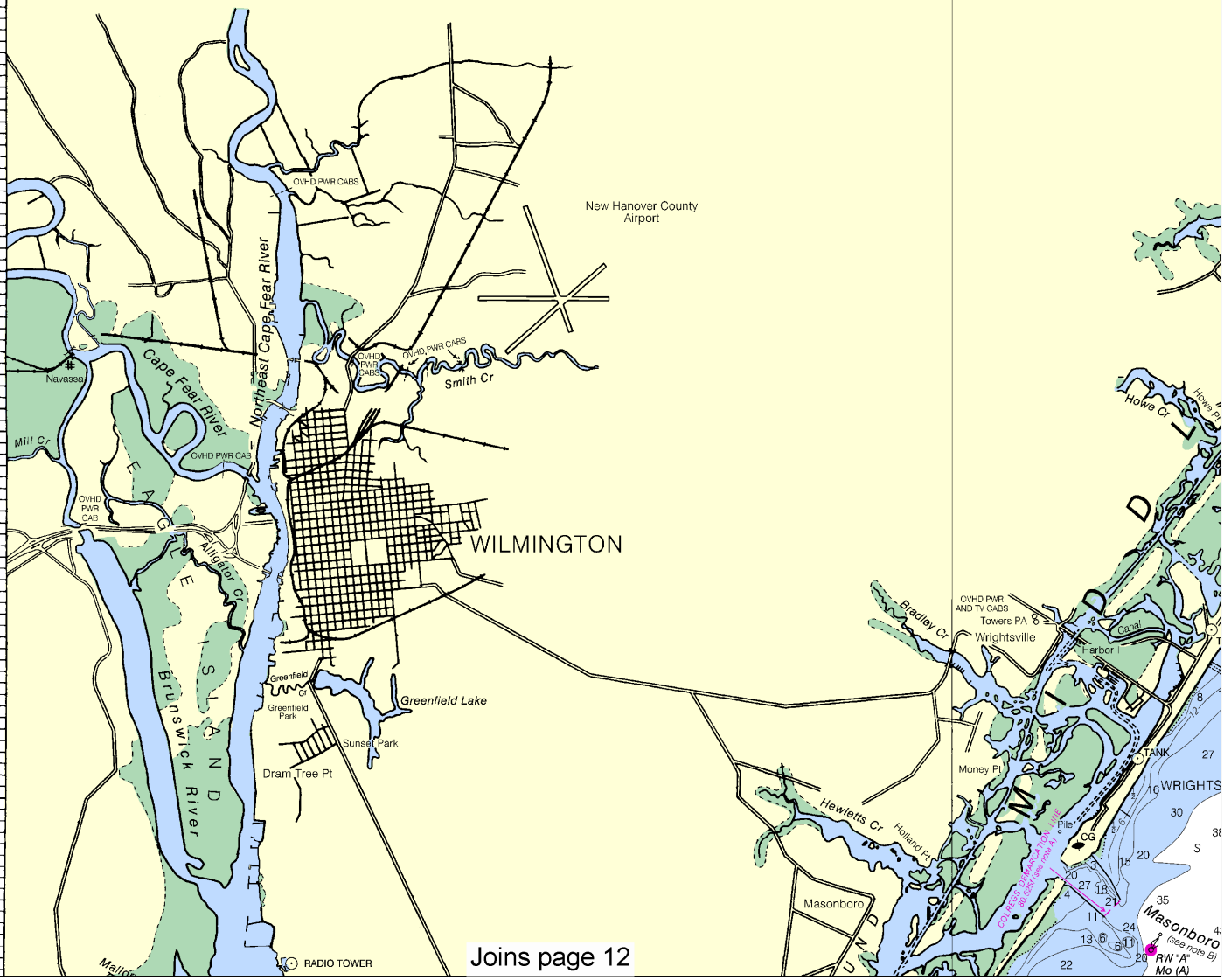
floating aids to navigation. Individu
reflector identification on these aids h
omitted from this chart.

20'

15'

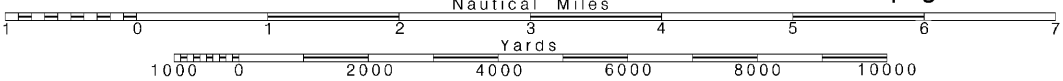


Joins page 12

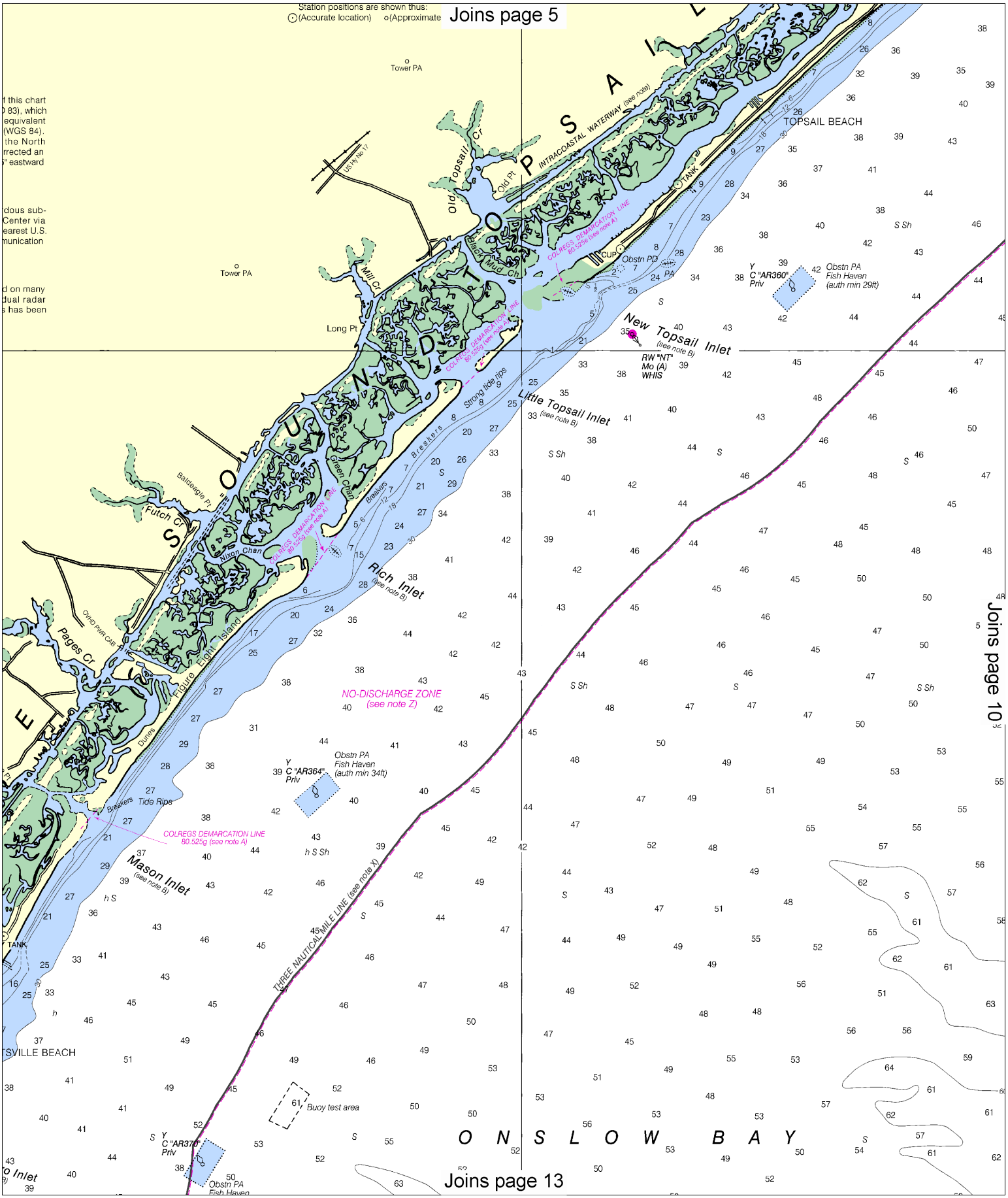
8

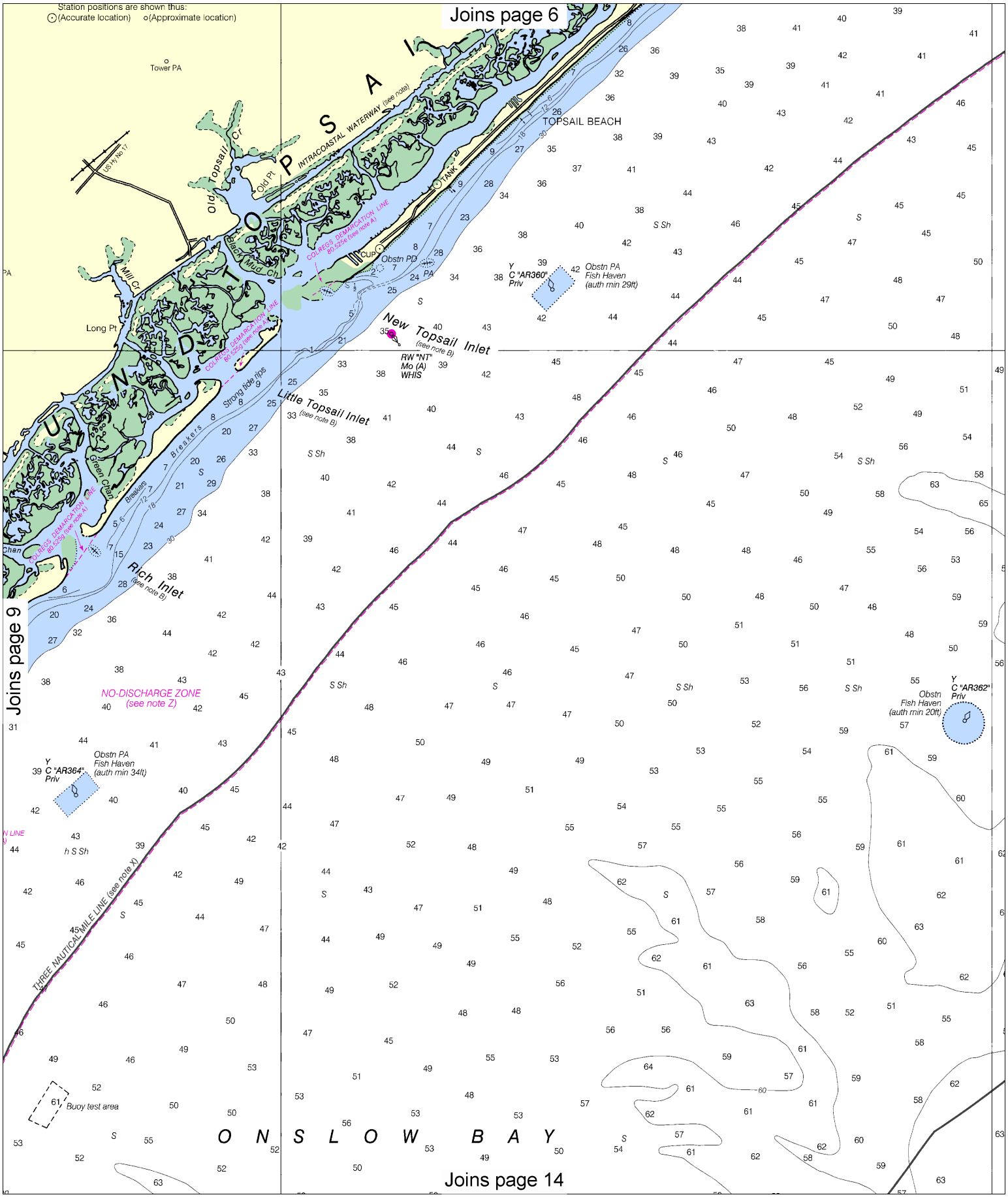
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.


Station positions are shown thus:
⊙(Accurate location) ○(Approximate
Joins page 5
Tower PA
TOPSAIL BEACH
INTRACOASTAL WATERWAY (see note)
Old Topsail Cr
Old Pt
US HY No 17
Mill Cr
Black Mud Ch
COLREGS DEMARCATION LINE 80.525e (see note A)
Obstn PD
PA
Y C "AR360" Priv
Obstn PA Fish Haven (auth min 29ft)
Long Pt
New Topsail Inlet (see note B)
RW "NT" Mo (A) WHIS
Strong tide rips
Little Topsail Inlet (see note B)
Breakers
Green Chan
Baldeagle Pt
Futch Cr
Nixon Chan
COLREGS DEMARCATION LINE 80.525d (see note A)
Rich Inlet (see note B)
Pages Cr
OYHD PWR CAB
Figure Eight Island
Dunes
NO-DISCHARGE ZONE (see note Z)
Y C "AR364" Priv
Obstn PA Fish Haven (auth min 34ft)
Tide Rips
COLREGS DEMARCATION LINE 80.525g (see note A)
Mason Inlet (see note B)
THREE NAUTICAL MILE LINE (see note X)
Buoy test area
Y C "AR370" Priv
Obstn PA Fish Haven
TANK
TSVILLE BEACH
O N S L O W B A Y
Joins page 13
Joins page 10



10

Note: Chart grid lines are aligned with true north.

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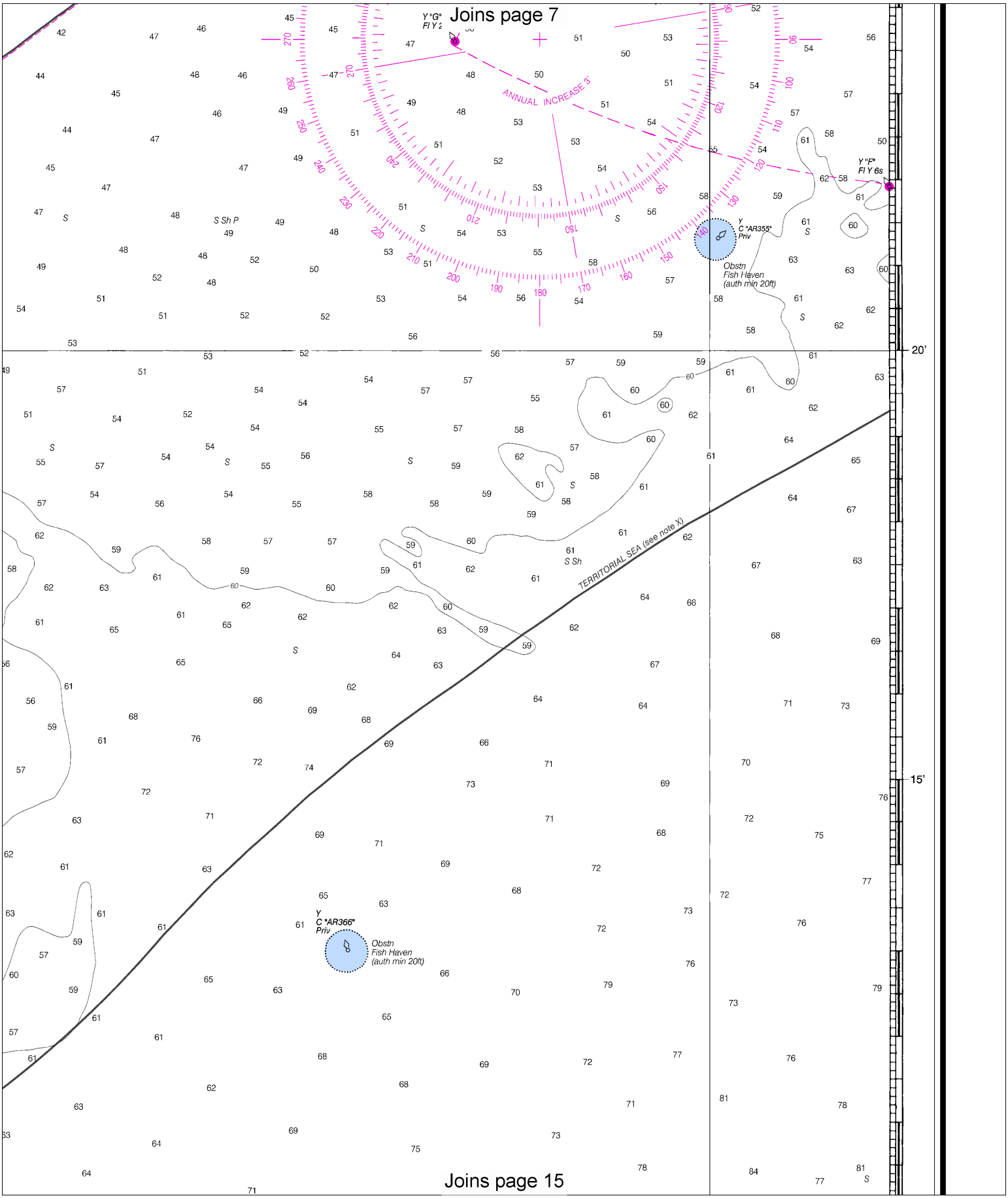
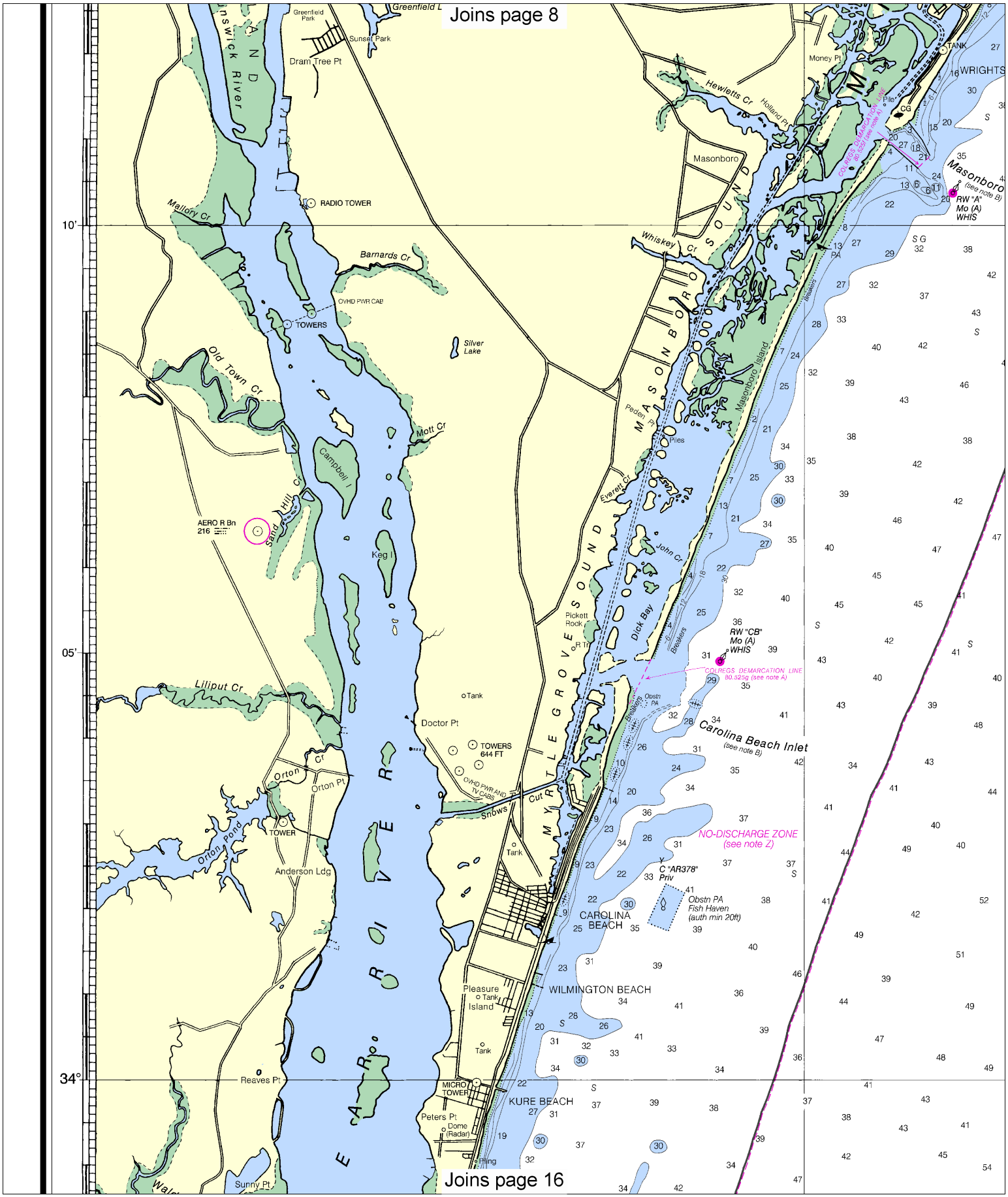
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Y "G"
Fl Y 2
ANNUAL INCREASE 3'
Y "F"
Fl Y 6s
Y
C "AR355"
Priv
Obstn
Fish Haven
(auth min 20ft)
S Sh P
S Sh
20'
15'
TERRITORIAL SEA (see note X)
Y
C "AR366"
Priv
Obstn
Fish Haven
(auth min 20ft)
Joins page 15



12

Note: Chart grid lines are aligned with true north.

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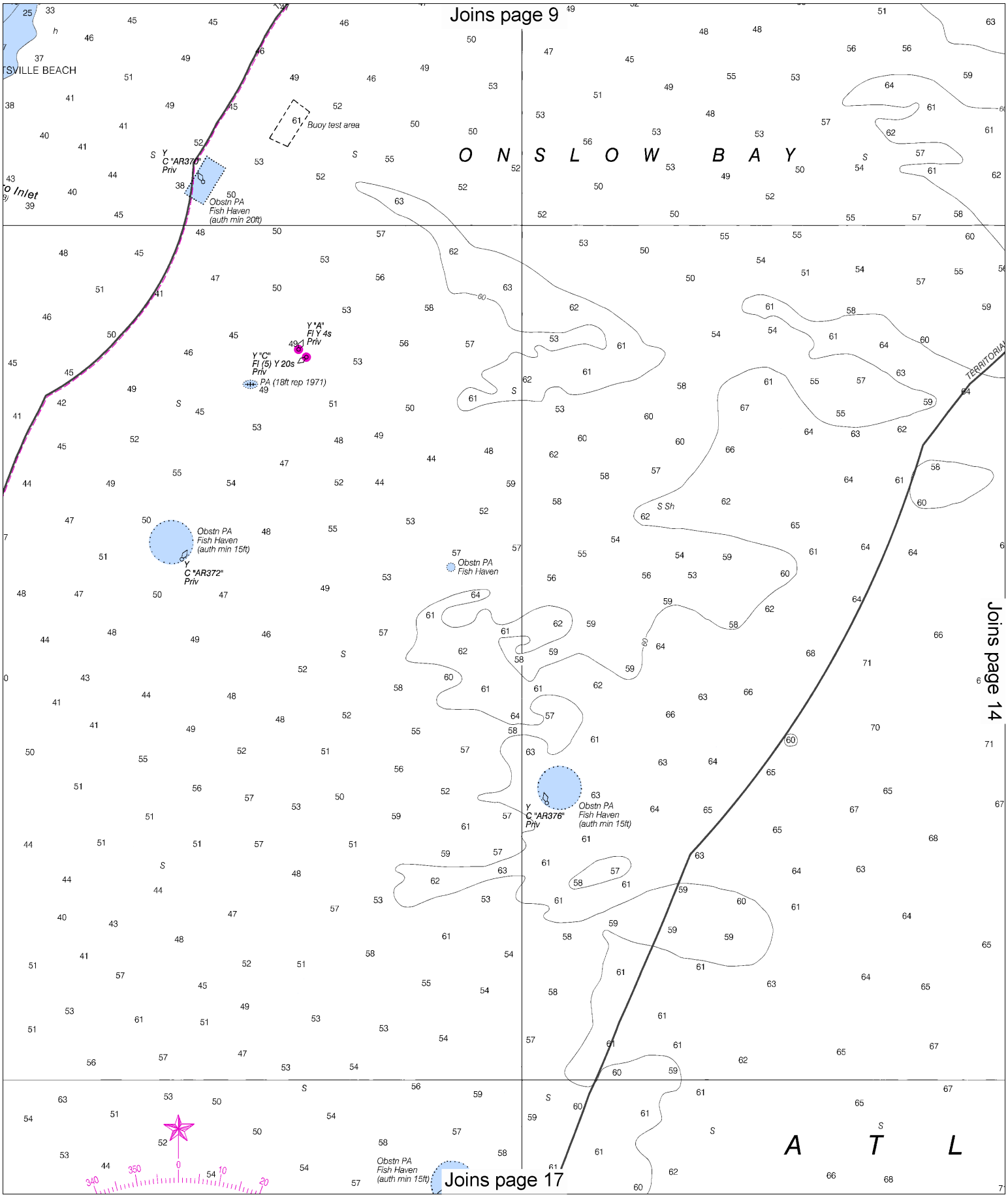
Nautical Miles

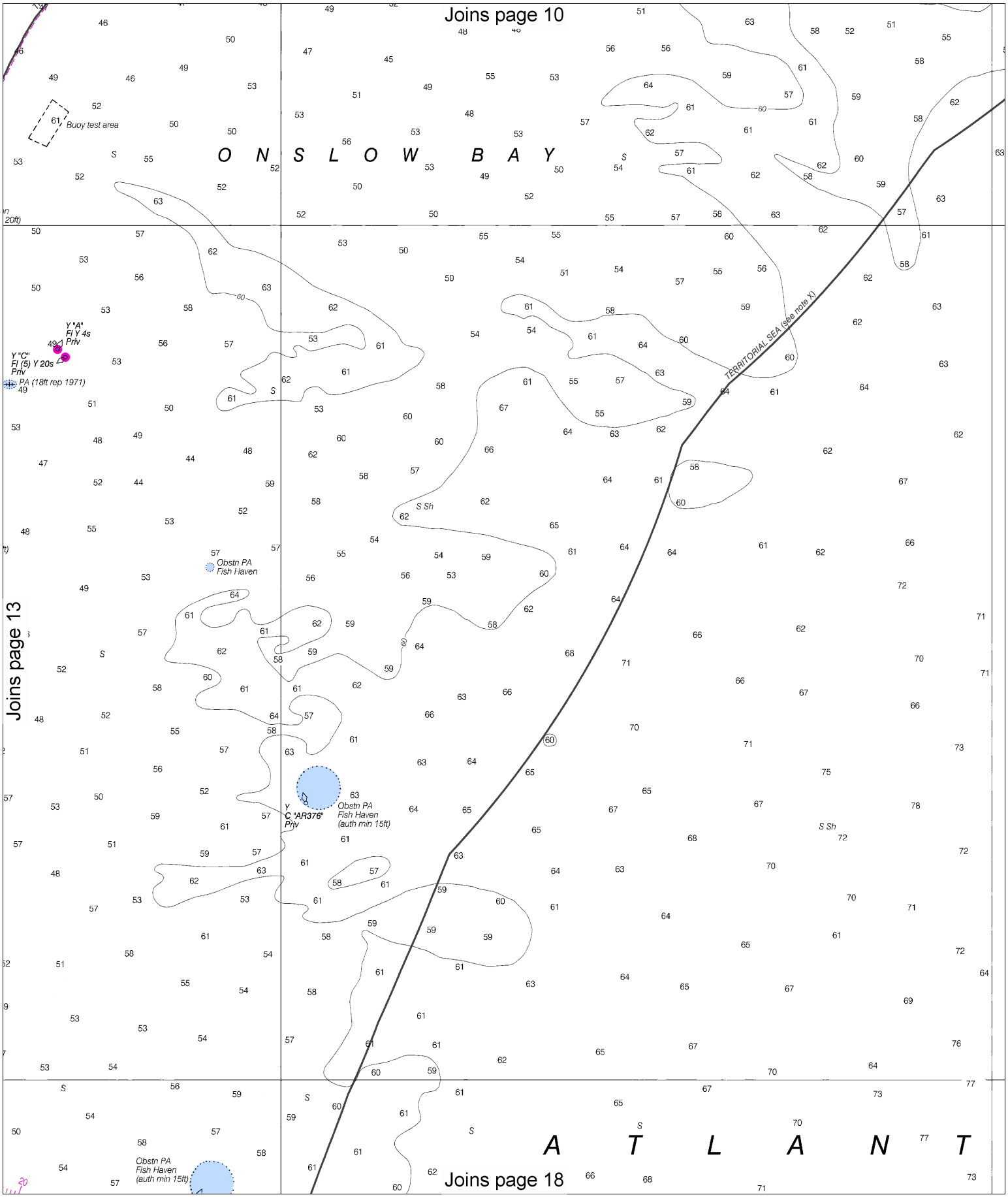
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
ONSLOW BAY
Buoy test area
Y C "AR370" Priv
Obstn PA Fish Haven (auth min 20ft)
Y "A" Fl Y 4s Priv
Y "C" Fl (5) Y 20s Priv
PA (18ft rep 1971)
Obstn PA Fish Haven (auth min 15ft)
Y C "AR372" Priv
Obstn PA Fish Haven
Y C "AR376" Priv
Obstn PA Fish Haven (auth min 15ft)
S Sh
TERRITORIAL
Joins page 14
Joins page 17
ATL



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

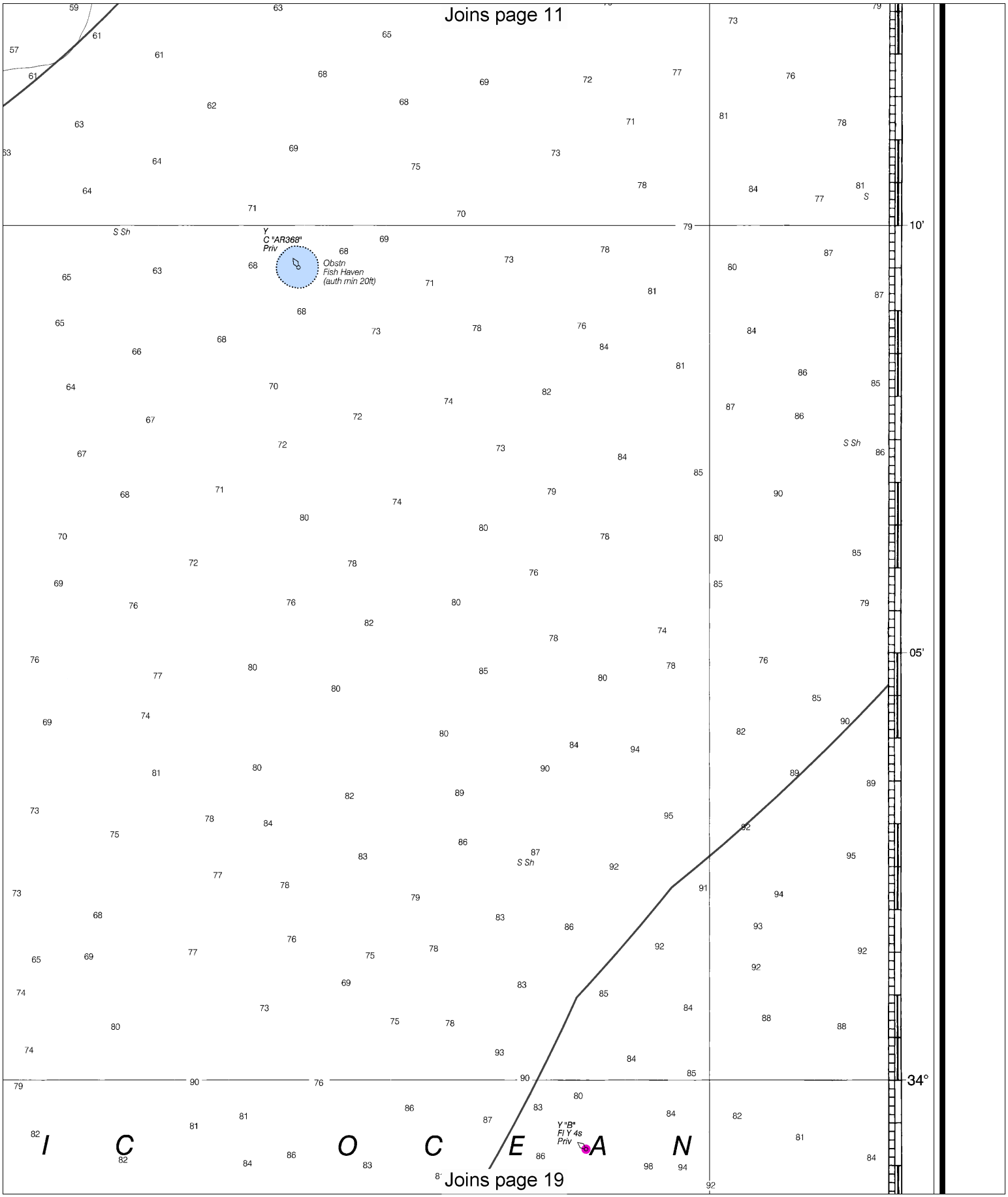
Nautical Miles

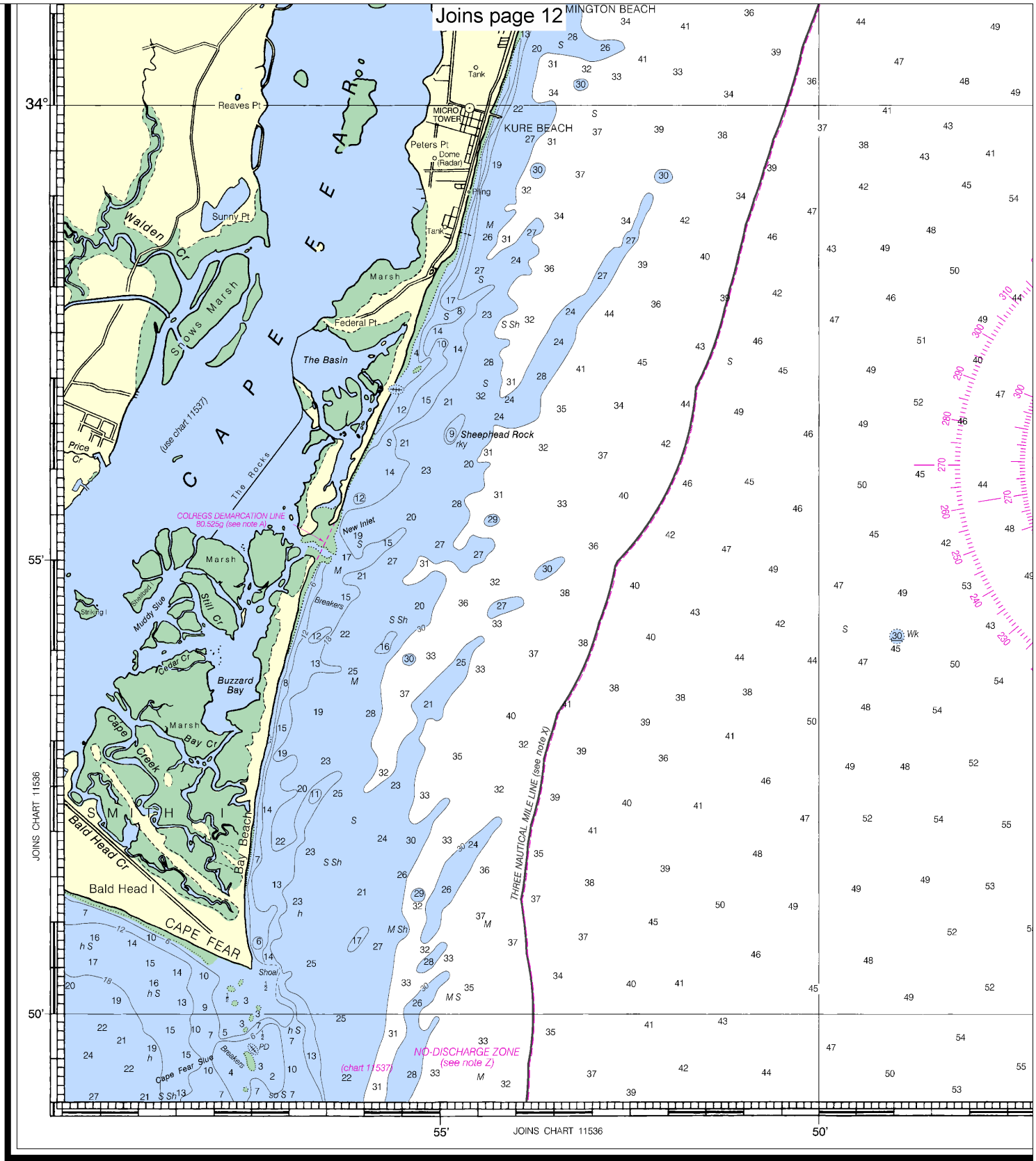
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 11
Y
C "AR368"
Priv
Obstn
Fish Haven
(auth min 20ft)
S Sh
S Sh
S Sh
10'
05'
34°
Y "B"
Fl Y 4s
Priv
I C O C E A N
Joins page 19



19th Ed., Sep. / 10 ■ Corrected through NM Sep. 4/10
Corrected through LNM Aug. 24/10

11539

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN

16

Note: Chart grid lines are aligned with true north.

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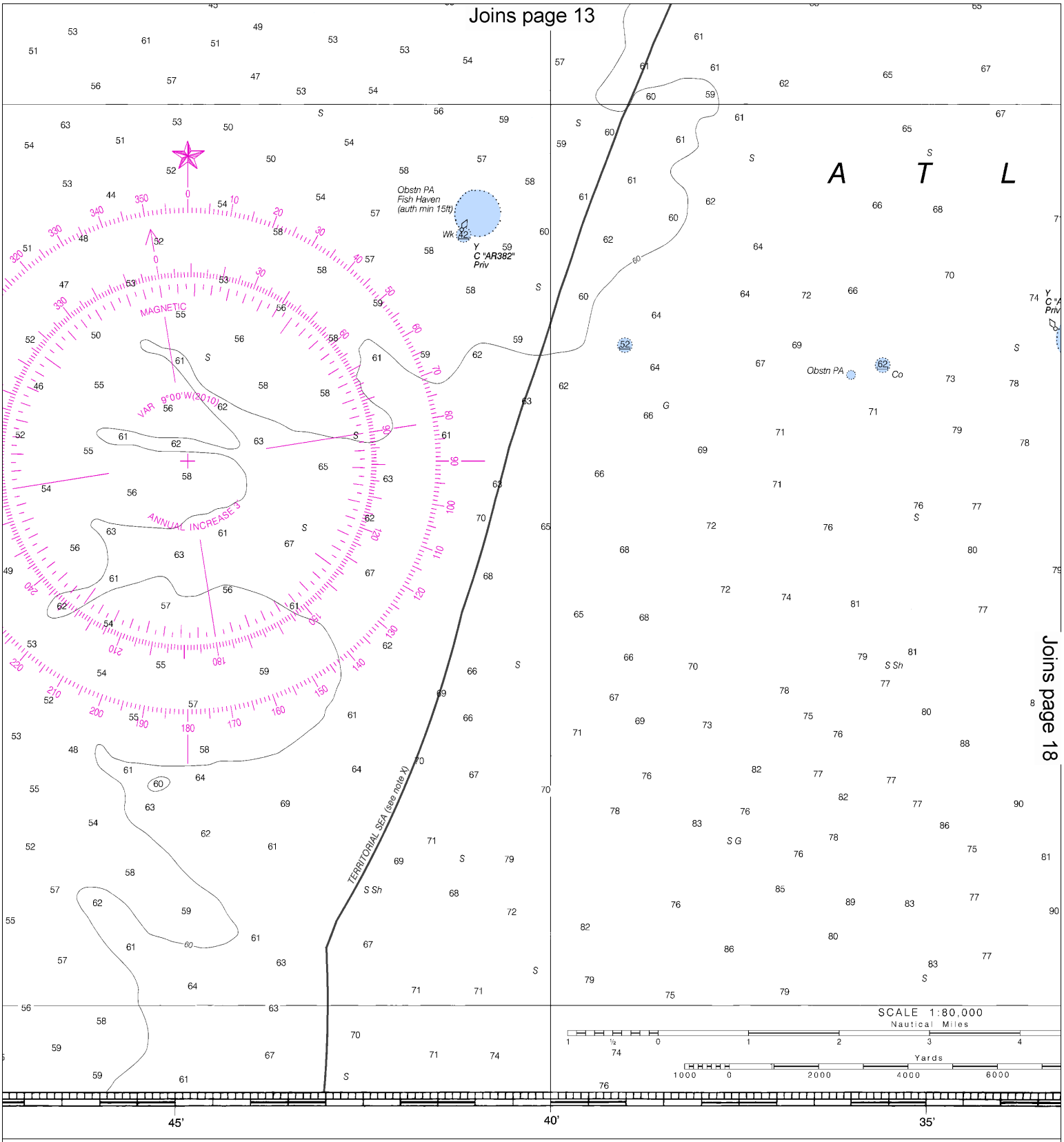
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FEET

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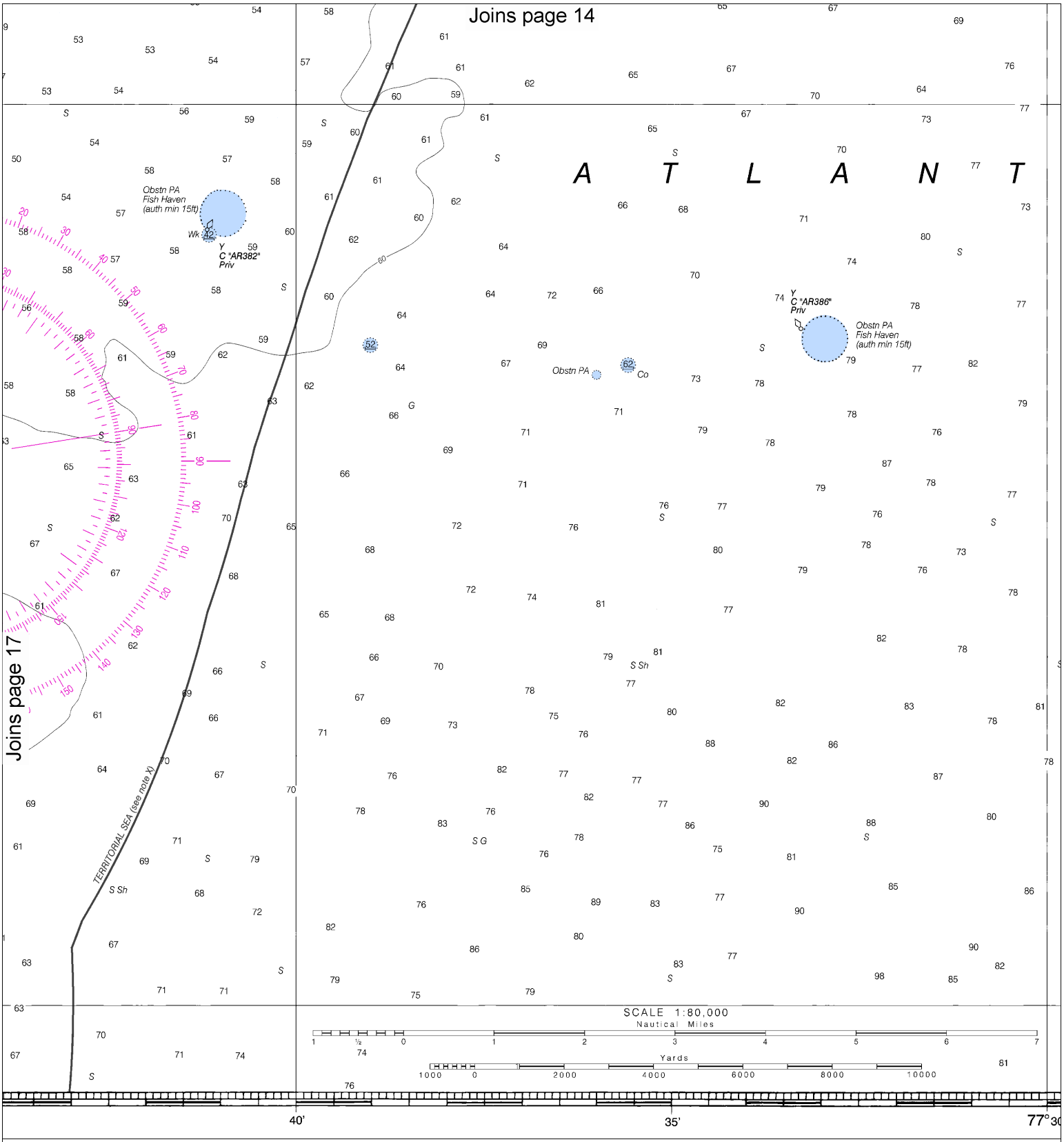

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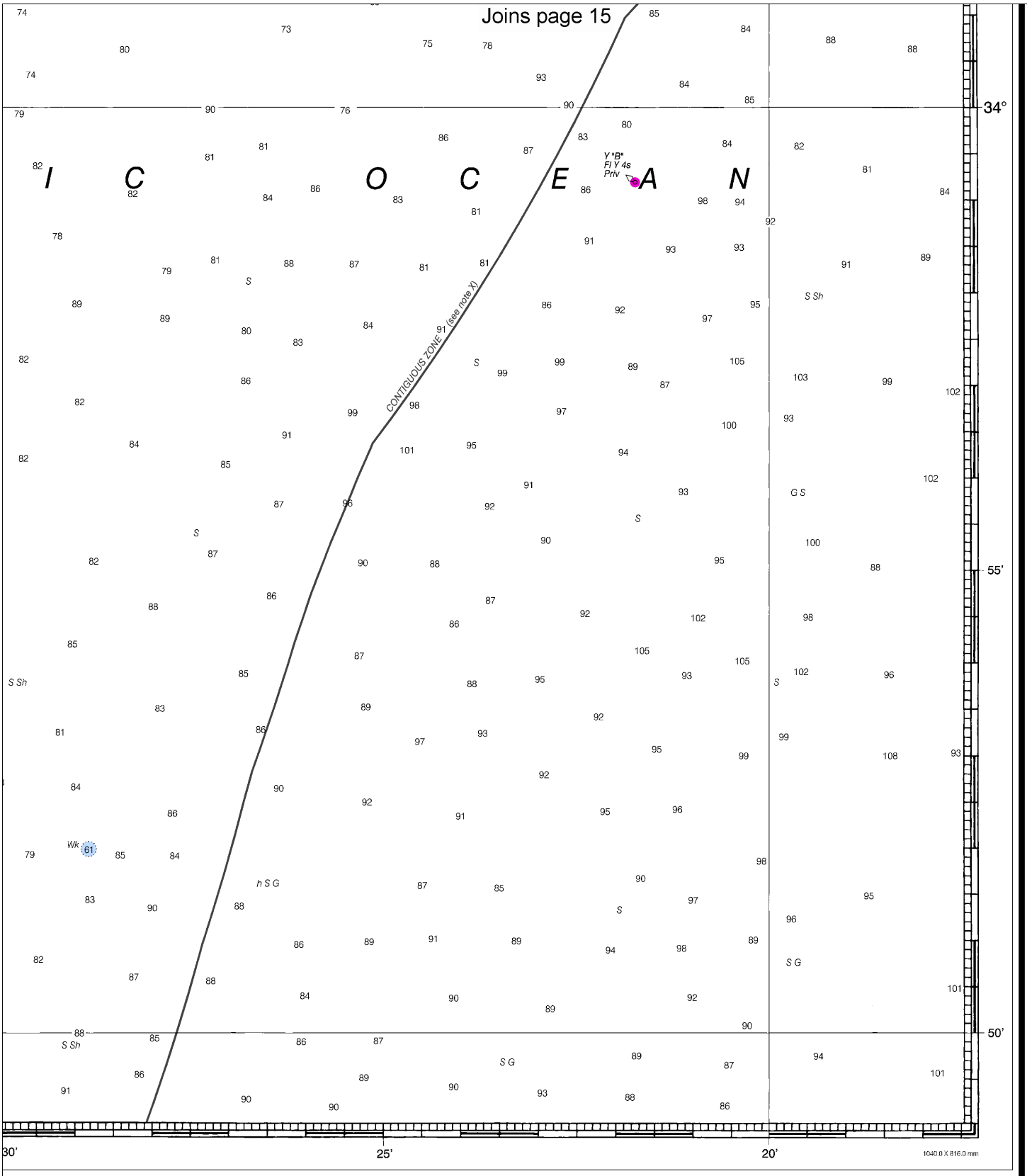
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



HOMS
EET
TERS

New River Inlet to Cape Fear

SOUNDINGS IN FEET - SCALE 1:80,000

11539

ED NO. 19

NSN 7642014010205 NGA REFERENCE NO. 11BCO11539

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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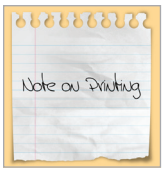

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